

Who's Where

Industry Observer

G. Pownall has succeeded J. Donald as chief executive officer of Martin Marietta, Bethesda, Md.; Rautb continues as president and chief operating officer, responsible for all of the operational elements; Hurtt has become president of Martin Marietta Aerospace, succeeding Adams; Norrington has been named a corporate vice president and president of Denver Aero-Products, succeeding Hurtt.

G. Probst elected chairman of Sperry Corp., New York, N. Y., effective June 1, succeeding Paul Lyet, retiring; Probst continues as chief executive officer. Walter B. Ballenberg named director of operations, Defense Electronics Div., Sperry Flight Systems, Phoenix, Ariz.; H. William Nurdyke appointed director of business development. Philip J. Boyle named manager-international marketing, Avionics Div., Sperry Flight Systems. Donald A. Ed named director of marketing, Commercial Electronics Div., Sperry Flight Systems, and Alfred J. Venn named director of product support; Wilfred Pollak succeeds Few as manager of international marketing, and Lawrence B. Venn succeeds Venancio as manager of international marketing. James J. Thompson named manager, Clearwater, Fla. facility of Sperry Div. of Sperry Corp., succeeding Vlahakis now vice president-manufacturing, Gyroscope Unit of the Sperry Div. (AW&ST Apr. 26, p. 15).

L. Crosthwait appointed vice president of Region, McDonnell Douglas Corp., headquarters in Washington, D. C., effective May 1, succeeding Albert J. Redway, retiring. T. Burton will succeed Crosthwait as vice president-Far East and president of McDonnell Douglas Japan, Ltd., Tokyo. Pres. Burton is director-commercial marketing, McDonnell Douglas Aircraft Co. division, Long Beach, Calif.; Clifford D. Marks appointed vice president-deputy general manager, St. Louis, Mo. division, McDonnell Douglas Astronautics Co.; R. Wayne Lowe appointed vice president-program manager for the Harpoon missile, and Sherman L. Hislop named vice president and program manager for the Harpoon missiles. Robert F. Thompson named technical director, McDonnell Douglas Technical Services Co., Houston; before leaving from NASA in June, 1981, he was NASA Space Shuttle program manager.

W. F. Wilde named executive vice president-marketing and customer services, Boeing Commercial Airplane Co. (BCAC), Renton, Wash.; Frank A. Shrontz named vice president and marketing. Richard W. Taylor named Shrontz as vice president-general manager of the newly designated 727/737 Div., and W. W. Buckley named vice president-program operations, as director of all BCAC divisions—727 Div., 747 Div., 757 Div., 767 Div. and Marketing Div. and the Power Pack and Engine Division. Also: William L. Shineman named vice president to head a new combined 727/737 Operations function at Renton; C. Gambrath named vice president-managing, Fabrication Div., Auburn, Wash.; Sterling J. Sessions named vice president-727/737 Operations, a combined function at Everett, Wash.

M. Jacobson named vice president-assurance and flight operations, Helicopters, Inc., Culver City, Calif.

Soviet Union is developing and flight testing a high-altitude reconnaissance aircraft known within the North Atlantic Treaty Organization as the Ram M. The designation derives from the aircraft's first sighting at the Soviet Ramenskoye air base. The Ram M is believed to be similar to the Lockheed U-2 reconnaissance aircraft, but the design has a cross member connecting twin vertical stabilizers.

Mitsubishi Heavy Industries is developing a close-support fighter concept called the F-SX to replace the F-1s in service with Japan's Air Self-Defense Force. Mitsubishi has submitted several designs to the service ranging from a reengined F-1 to a higher-performance aircraft comparable to the latest Soviet fighters using control-configured vehicle (CCV) technology. Conversion by Mitsubishi of a T-2 trainer to the experimental configuration began in late April, and the research aircraft is expected to fly for the first time by August of next year (AW&ST Feb. 8, p. 13).

Arianespace has offered to launch two Brazilian communications satellites for \$58 million, or \$29 million each. National Aeronautics and Space Administration quoted \$34 million for each shuttle launch with the McDonnell Douglas Pam-D upper stage and offered Embratel of Brazil launch dates that conform more closely to the Brazilian timetable than slots offered the first part of this year. Arianespace offered a first launch in July, 1985, and was chosen for final contract negotiations by the Brazilian Ministry of Communications (AW&ST May 17, p. 23). Changes in the shuttle's military payload schedule this month opened slots in March and April, 1985, and February, 1986. Embratel's original request was for June, 1985, and February, 1986.

First firing of the Aerospatiale AS15TT antiship missile from the Aerospatiale Dauphin helicopter is planned before the end of the year. The Saudi navy ordered the Dauphin helicopter/AS15TT missile system combination as part of a modernization program contract with French industry (AW&ST Nov. 3, 1980, p. 33).

Air Force Titan 3D launched from Vandenberg AFB, Calif., May 11, carried an imaging reconnaissance satellite into polar orbit. Spacecraft mission operations indicate the vehicle is a Lockheed Big Bird film return spacecraft used to provide broad area coverage of reconnaissance targets. The spacecraft was placed into a 257 × 169-km. (160 × 105-mi.) orbit inclined 96.4 deg.

United Technologies Hamilton Standard 14SF four-blade propeller has been selected for the Aeritalia/Aerospatiale ATR42 regional transport. The blades are made of glass fiber surrounding an aluminum spar to save weight and reduce noise. The propeller previously was selected for the CASA-Nurtanio CN 235, the de Havilland Aircraft of Canada DHC-8 and the Embraer 120 aircraft.

Carrier-based British Royal Navy/British Aerospace Sea Harrier aircraft operating near the Falkland Islands have Raytheon AIM-9L Sidewinder missiles equipped to attack targets approaching head-on.

Japan's Air Self-Defense Force plans to test two Ishikawajima-Harima XF-3 turbofan prototypes from August to October in an altitude chamber at Arnold Engineering Development Center, Tullahoma, Tenn. The schedule includes two additional engines to arrive at the Arnold facility by December and calls for a total of 100 test hours. The Kawasaki C-1 testbed scheduled to flight test the XF-3 in Japan during the altitude chamber tests has completed 20 flights with its engine-test pylon mounted under the right wing (AW&ST Feb. 8, p. 13).

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